

and half a million, for extra work, the total cost of the Eastern section of the canal will be six and a half millions of dollars, as already stated.

And if the estimate of the Western section, made in 1829, by Messrs. Roberts and Cruger, be assumed to be correct, the entire work, which the United States' Engineers, on their plan, and without any allowance for contingencies, estimated at \$22,875,427 69, will be completed on the enlarged plan of the canal, now in progress, for \$14,500,000.

Whatever doubt may, at any time, have existed among the friends of this improvement, of the expediency of adopting the enlarged dimensions, which distinguish it from the State canals of New York, Pennsylvania and Ohio, none will probably remain, when the fact is known, and justly appreciated, that, by those dimensions, seventy-one per cent. has been gained, in the efficacy of the moving power of the Chesapeake and Ohio Canal, that a single horse is capable of transporting fifty tons, and two horses in one boat 100 tons, on the latter, with the same facility with which a horse transports twenty-five or thirty tons, and two horses forty or fifty tons, on the former. And as the locks on the Chesapeake and Ohio Canal are passed, by a fully laden boat, in less time, in fact, than the ordinary burthen boat passes the locks on the State canals above mentioned, the capacity of the former, for an extensive commerce, with a cheaper transit by 71 per cent., is more than twice as great, as the latter. Advantages, ascribable solely to those enlarged dimensions.

Signed in behalf of the committee,

C. F. MERCER, *Chairman.*

Washington, Jan. 28, 1835.

Extract of a letter from Col. Loammi Baldwin, to the chairman of the committee, dated December 28, 1834.

"You ask, 'If a rail road were to supersede the canal through the Alleghany, where its elevation involves the construction of planes, 856 feet high, and three miles long each, would not a tunnel be preferable to the rail way?' to which, I answer decidedly, yes. I would never think of a rail way but as an expedient, during the construction of the tunnel. This was my impression on first reading your letter; and having reflected a great deal upon it since, my first opinion is confirmed by every view I can take of the subject, and I should never consider your great scheme accomplished, until a boat can pass through the mountain. I would never abandon the tunnel."

In that estimate by which Messrs. Roberts and Cruger made the West-